



Mack H. Shumate, Jr.
Senior General Attorney, Law Department

223345

August 21, 2008

VIA E-FILING

Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: Abandonment Exemption and Discontinuance of Operations over the Weber Industrial Lead from M.P. 5.8 near Wilson Avenue to M.P. 9.5 near Touhy Avenue, a distance of 3.7 miles in Cook County, Illinois; STB Docket No. AB-33 (Sub-No. 263X)

Dear Ms. Quinlan:

Attached for filing in the above-referenced docket is the Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption to abandon and discontinue service in this matter on or after September 10, 2008.

Sincerely,

Attachment

cc: All Concerned Parties

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 263X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN COOK COUNTY, ILLINOIS
(WEBER INDUSTRIAL LEAD)**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

**Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX**

**Dated: August 21, 2008
Filed: August 21, 2008**

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 263X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN COOK COUNTY, ILLINOIS
(WEBER INDUSTRIAL LEAD)**

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment and discontinuance of operations over the Weber Industrial Lead from Milepost 5.8 near Wilson Avenue to Milepost 9.5 near Touhy Avenue, a distance of 3.7 miles in Cook County, Illinois (the "Line"). The Line traverses U. S. Postal Service Zip Codes 60630, 60646, 60659, 60712, and 60076. The UP anticipates that a Notice of Exemption to abandon and discontinue service over the Line will be filed at the Surface Transportation Board ("Board") on or after September 10, 2008.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made a part hereof. UP's letter to federal, state and local government agencies marked **Attachment No. 2** is attached hereto and is hereby made a part hereof. Responses received thus far to UP's letter are attached hereto and are sequentially referenced as attachments in the appropriate sections of this Combined Environmental and Historic Report.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment and discontinuance of operations over the Weber Industrial Lead from Milepost 5.8 near Wilson Avenue to Milepost 9.5 near Touhy Avenue, a distance of 3.7 miles in Cook County, Illinois. The abandonment will have no adverse effect on shippers. No local traffic has moved on the Line in at least two years, and there is no overhead traffic on the Line. No complaint regarding cessation of service has been submitted, is pending, or has been ruled upon in favor of a complainant in the last two years. After abandonment, the closest rail service will be provided by UP just south of the abandonment at the station of Mayfair. The Line lies in Chicago, Lincolnwood, and Skokie; thus, businesses in the area would be near all the railroads serving Chicago and would have numerous street and highway options such as Interstates 90 and 94, which run close to the Line. Barge service and Great Lakes shipping service are also available.

The Line between Milepost 5.8 and approximately Milepost 7.1 was originally constructed by the Chicago Northern Railway in 1903 and consists today mostly of 112-pound jointed rail installed in 1977, with the remainder being 100-pound jointed rail installed at an unknown date. The Line north of Milepost 7.1 was originally constructed by the Junction Railway Company in 1889 and consists of 90-pound rail installed in the years 1901 and 1902.

Based on information in UP's possession, the Line does not contain federally granted rights-of-way. Any documentation in UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1**.

(2) Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: No railroad freight traffic moves over the Line and no railroad freight traffic is expected to move in the future; therefore, there should be no effect on regional or local transportation systems or patterns, and there will be no diversion to other modes or systems.

(3) Land use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response:

(i) The Cook County Commissioners' Office has been contacted. To date UP has not received a response.

(ii) The United States Natural Resources Conservation Service ("NRCS") has been contacted. To date UP has not received a response.

(iii) Not Applicable.

(iv) The right-of-way proposed for abandonment possibly could be suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. The City of Chicago has expressed an interest to acquire the right-of-way for conversion to a bicycle and pedestrian trail. The Village of Lincolnwood has expressed an interest to acquire a portion of the right-of-way for conversion to a pedestrian trail or similar use.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than.

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response:

(i) There will be no effects on the transportation of energy resources.

(ii) There are no recyclable commodities handled over the Line.

(iii) There will be no effect on energy efficiency.

(iv)(A)(B) There will be no rail-to-motor diversion.

(5) Air.

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.

Response: There are no such effects anticipated.

(II) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic of these magnitudes as a result of the proposed action.

(III) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

- (i) an incremental increase in noise levels of three decibels Ldn or more or
- (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response:

(i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) Biological resources.

(I) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(II) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response:

(I) The U. S. Fish and Wildlife Service has been contacted. To date, UP has received no response.

(II) The National Park Service Regional Office has been contacted. To date, UP has received no response.

(9) Water.

(I) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(II) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(III) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response:

(I) The Illinois Environmental Protection Agency has been contacted. To date UP has received no response.

(II) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(III) It is not anticipated there will be any requirements for Section 402 permits.

(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

Response: The topography is generally level terrain. The Line runs through a highly urban area consisting of residential and commercial uses. The right-of-way is mostly 100-ft. in width, with some portions at 150-ft. Small portions of the right-of-way are less than 100-ft. due to past sales of extra width right-of-way.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

Response: The Illinois Historic Preservation Agency has been provided with photographs of each of the structures on the property that are 50 years old or older. A copy of the letter to the Deputy State Historic Preservation Officer and photographs are attached as **Attachment No. 3**, and are hereby made part hereof. The Illinois Deputy State Historic Preservation Officer examined available documentation concerning the proposed abandonment and concluded that there will be no historic properties affected

by the project. The Historic Preservation Office's response is attached hereto as

Attachment No. 4, and is hereby made part hereof.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: See Attachment No. 1 and Attachment No. 3.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not applicable.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been repeatedly disturbed during the construction and maintenance of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad

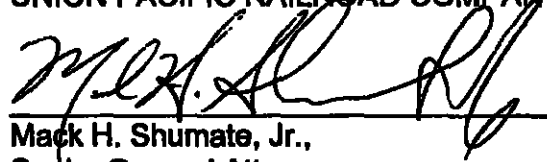
owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 21st day of August, 2008.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY



Mack H. Shumate, Jr.,
Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
312/ 777-2055
312/ 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 263X) for the Weber Industrial Lead in Cook County, Illinois was served by first class mail on the 21st day of August, 2008 on the following:

State Clearinghouse (or alternate):

Mr. Steve Klockenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P. O. Box 19276
Springfield, IL 62794-9276

State Coastal Zone Management Agency
(if applicable):

Mr. Daniel Injerd, Chief
Lake Michigan Management Section
Division of Water Resources
Illinois Department of Transportation
310 South Michigan Ave., Room 1606
Chicago, IL 60604

Head of each County:

Cook County Commissioners
118 North Clark Street
County Building
Chicago, IL 60602-1304

Environmental Protection Agency
(Regional Office):

Ken Westlake
U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604-3590

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 N. Canal, Suite 600
Chicago, IL 60606

National Park Service:

National Park Service
Midwest Region
601 Riverfront Drive
Omaha, NE 68102

U.S. Natural Resources Conservation
Service:

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

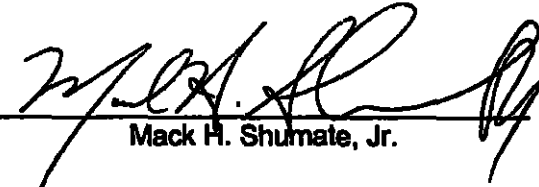
National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Mr. William L. Wheeler
State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Dated this 21st day of August, 2008



Mack H. Shumate, Jr.

VERIFICATION

STATE OF NEBRASKA)

COUNTY OF DOUGLAS)

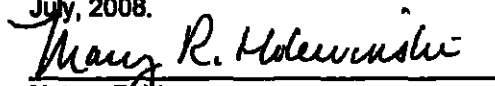
) ss
)

I, RAYMOND E ALLAMONG, JR , Senior Manager Rail Line Planning of Union Pacific Railroad Company, declare under penalty of perjury, under the laws of the United States of America, that I have read the foregoing document and that its assertions are true and correct to the best of my knowledge, information and belief. I further declare that I am qualified and authorized to submit this verification on behalf of Union Pacific Railroad Company. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, I know that these misstatements are punishable as perjury under 18 U.S.C. 1621, which provides for fines up to \$2,000 or imprisonment up to five years for each offense.

Dated at Omaha, Nebraska, this 29th day of July, 2008.


Raymond E. Allamong, Jr

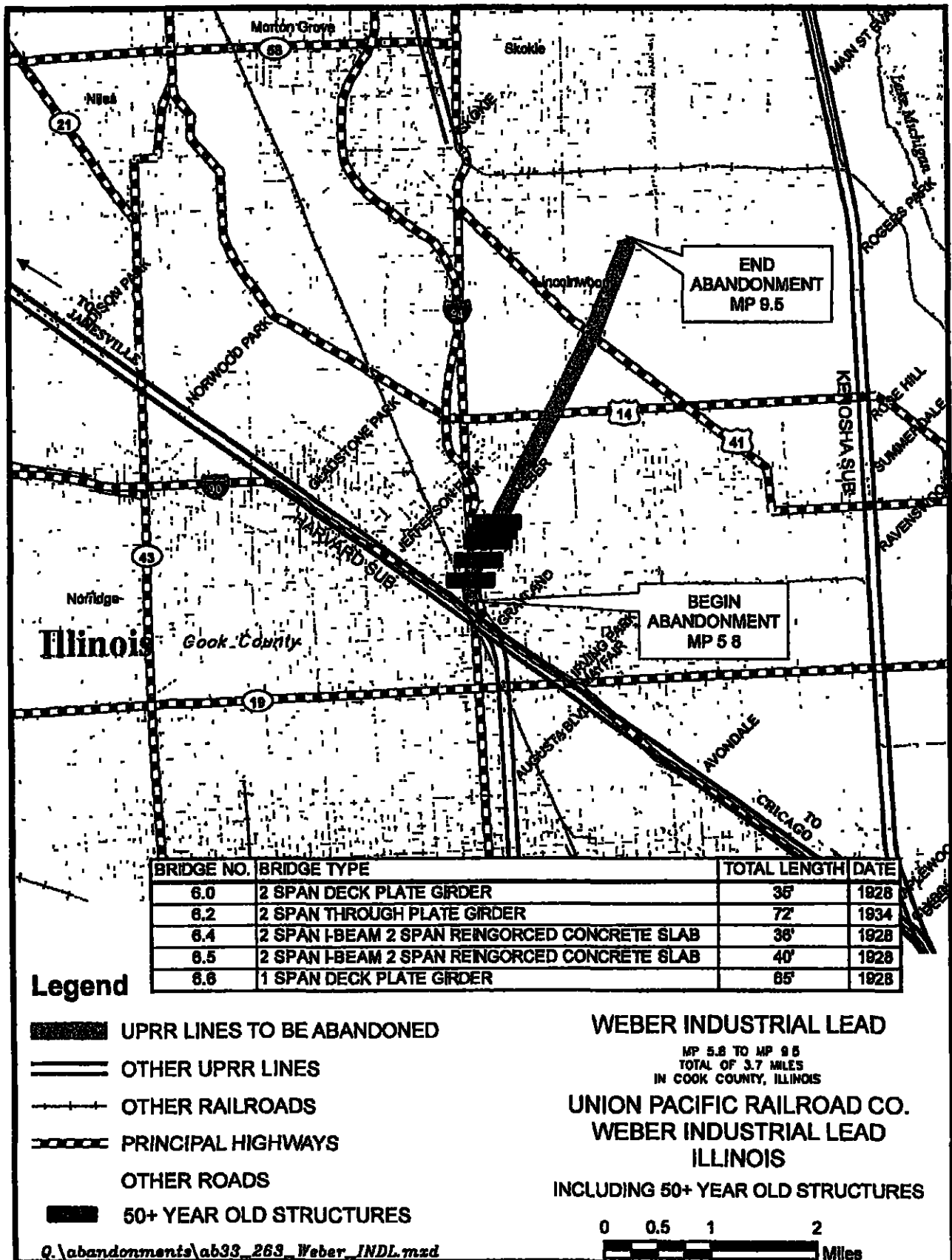
SUBSCRIBED AND SWORN TO
before me this 29th day of
July, 2008.


Notary Public



My Commission expires October 15, 2008.

O:\ABANDONMENTS\33-178X\VerRA.wpd





(402) 501-0127 (FAX)

June 26, 2008

State Clearinghouse (or alternate):

Mr. Steve Klokenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62708

State Environmental Protection Agency:

Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P. O. Box 19276
Springfield, IL 62794-9276

**State Coastal Zone Management Agency
(If applicable):**

Mr. Daniel Injerd, Chief
Lake Michigan Management Section
Division of Water Resources
Illinois Department of Transportation
310 South Michigan Ave., Room 1606
Chicago, IL 60604

Head of each County:

Cook County Commissioners
118 North Clark Street
County Building
Chicago, IL 60602-1304

**Environmental Protection Agency
(Regional Office):**

Ken Westlake
U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604-3590

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 N. Canal, Suite 600
Chicago, IL 60606

National Park Service:

National Park Service
Midwest Region
601 Riverfront Drive
Omaha, NE 68102

**U.S. Natural Resources Conservation
Service:**

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Mr. William L. Wheeler
State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Re: Proposed Abandonment of the Weber Industrial Lead from M. P. 5.8 near Wilson Avenue to M. P. 9.5 near Touchy Avenue, a distance of 3.7 miles in Cook County, Illinois; STB Docket No. AB-33 (Sub-No. 263X)

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Weber Industrial Lead from M. P. 5.8 near Wilson Avenue to M. P. 9.5 near Touchy Avenue, a distance of 3.7 miles in Cook County, Illinois. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F.R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

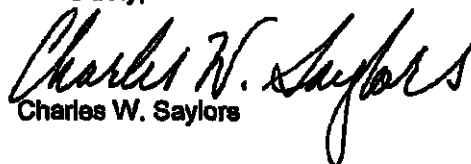
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS State (1) whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

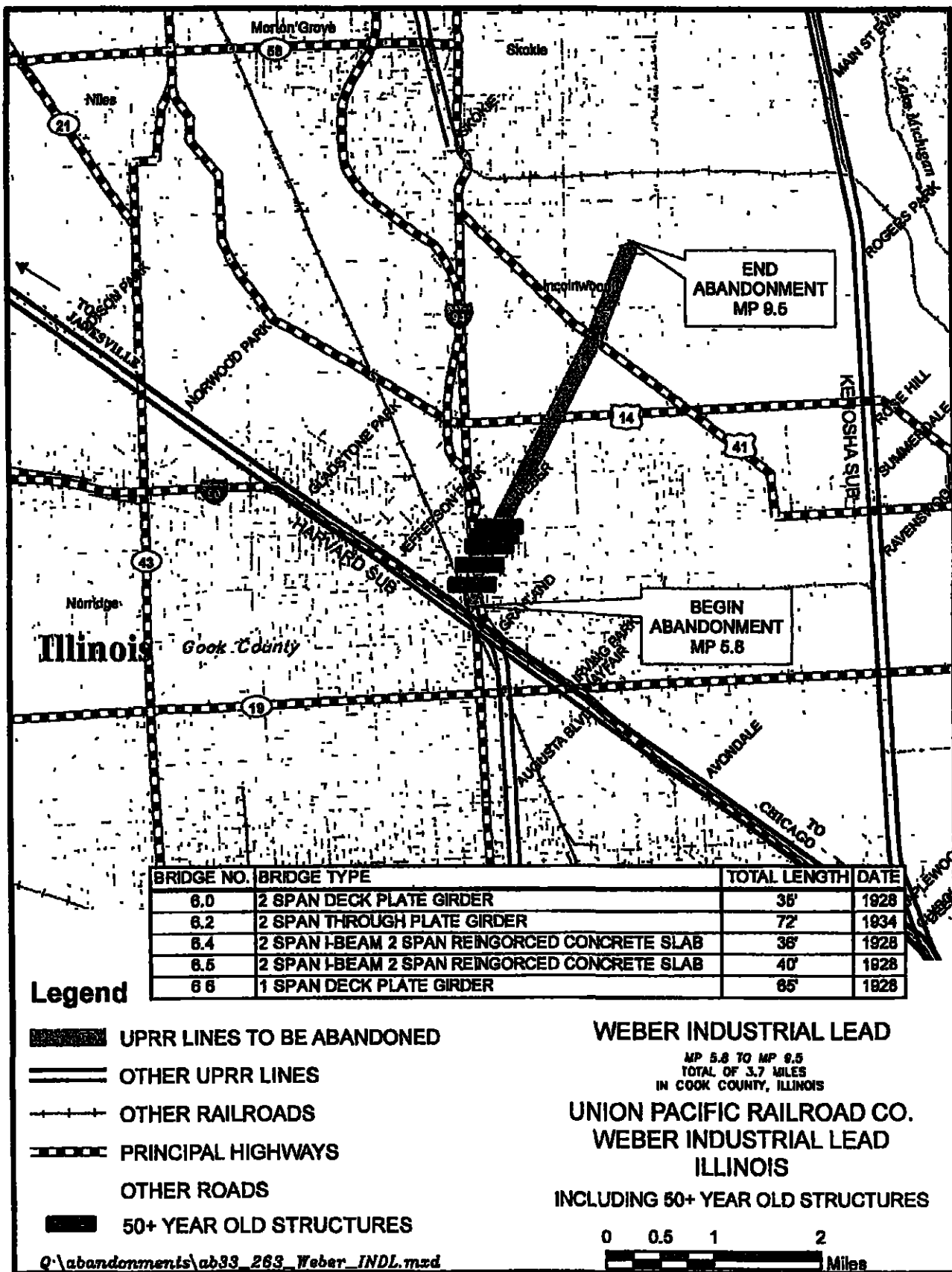
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,


Charles W. Saylor

Attachment





June 27, 2008

Ms. Anne E. Haaker
 Deputy State Historic Preservation Officer
 Illinois Historic Preservation Agency
 1 Old State Capitol Plaza
 Springfield, IL 62701-1512

Re: Proposed Abandonment of the Weber Industrial Lead from M. P. 5.8 near Wilson Avenue to M. P. 9.5 near Touchy Avenue, a distance of 3.7 miles in Cook County, Illinois; STB Docket No. AB-33 (Sub-No. 263X)

Dear Ms. Haaker:

On June 26, 2008 we sent you a letter announcing our intent to abandon the Weber Industrial Lead from M. P. 5.8 near Wilson Avenue to M. P. 9.5 near Touchy Avenue in Cook County, Illinois.

Enclosed for your review are six photographs of the bridges located on the Millard Industrial Lead which are over 50 years old. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
6.0	2 Span Deck Plate Girder (DPG)	35'	1928
6.2	2 Span Through Plate Girder (TPG) Ballast Deck (TPTBD)	72'	1934
6.4	2 Span I-Beam 2 Span Reinforced Concrete Slab	36'	1928
6.5	2 Span I-Beam 2 Span Reinforced Concrete Slab	40'	1928
6/6	1 Span Deck Plate Girder (DPG)	66'	1928

A map of the proposed abandonment and discontinuance is also enclosed for your reference.

Please advise if you believe there is historical significance to any of the bridges. Thank you for your assistance.

Sincerely,

Charles W. Saylor
 Charles W. Saylor
 (402) 544-4861

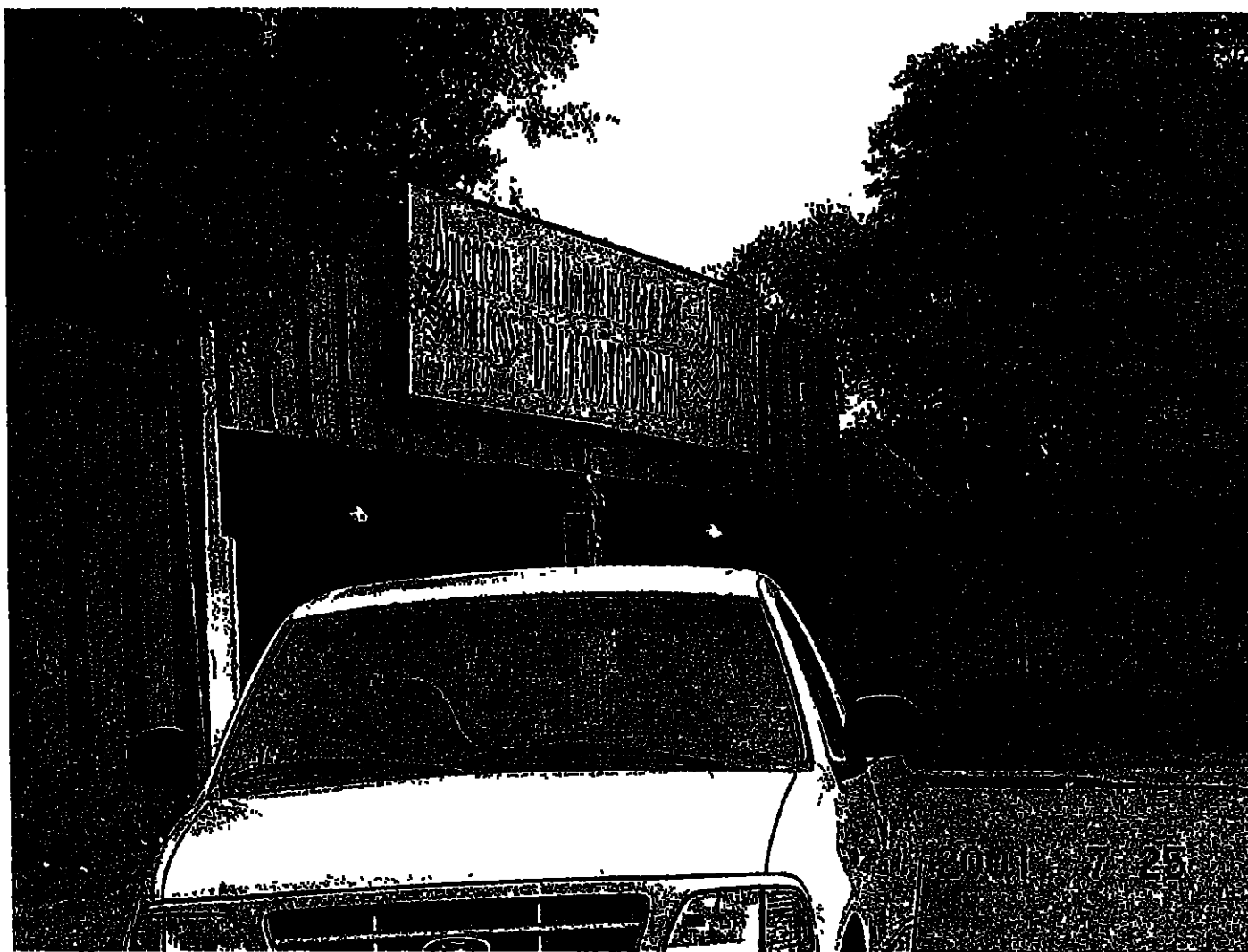
Law Department

Attachments

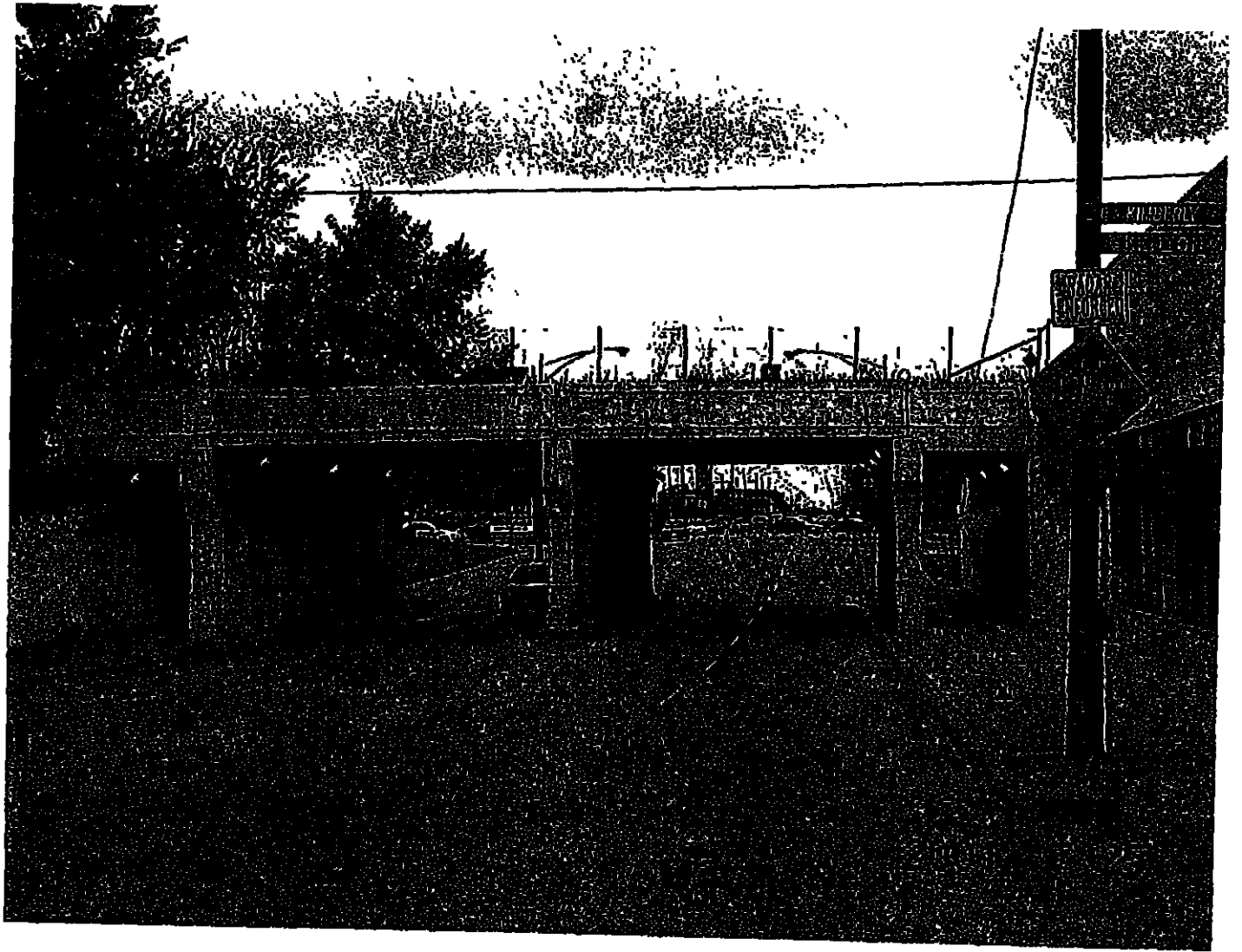
UNION PACIFIC CORPORATION
 1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
 fr. (402) 501-0129



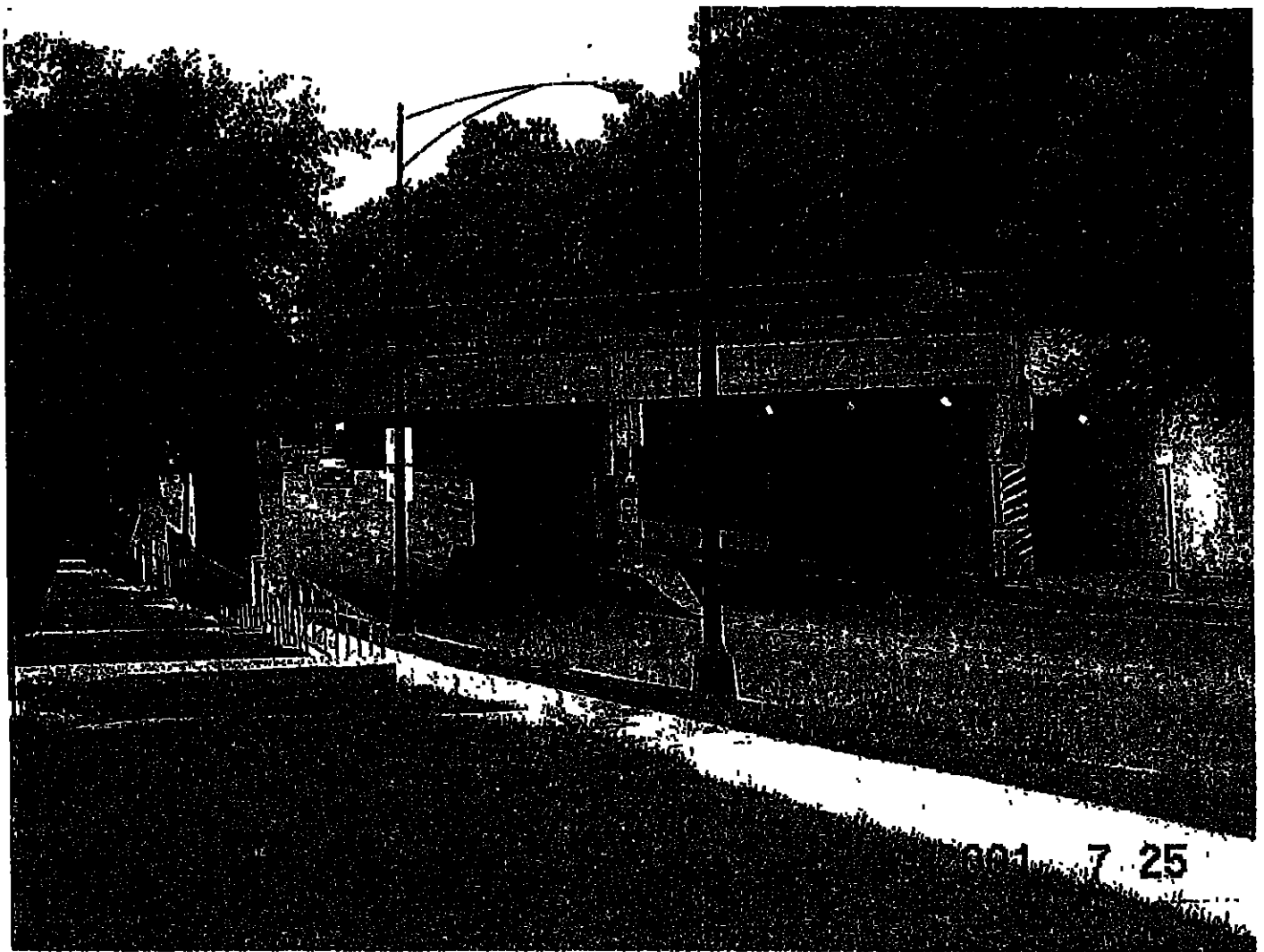
M.P. 6.0



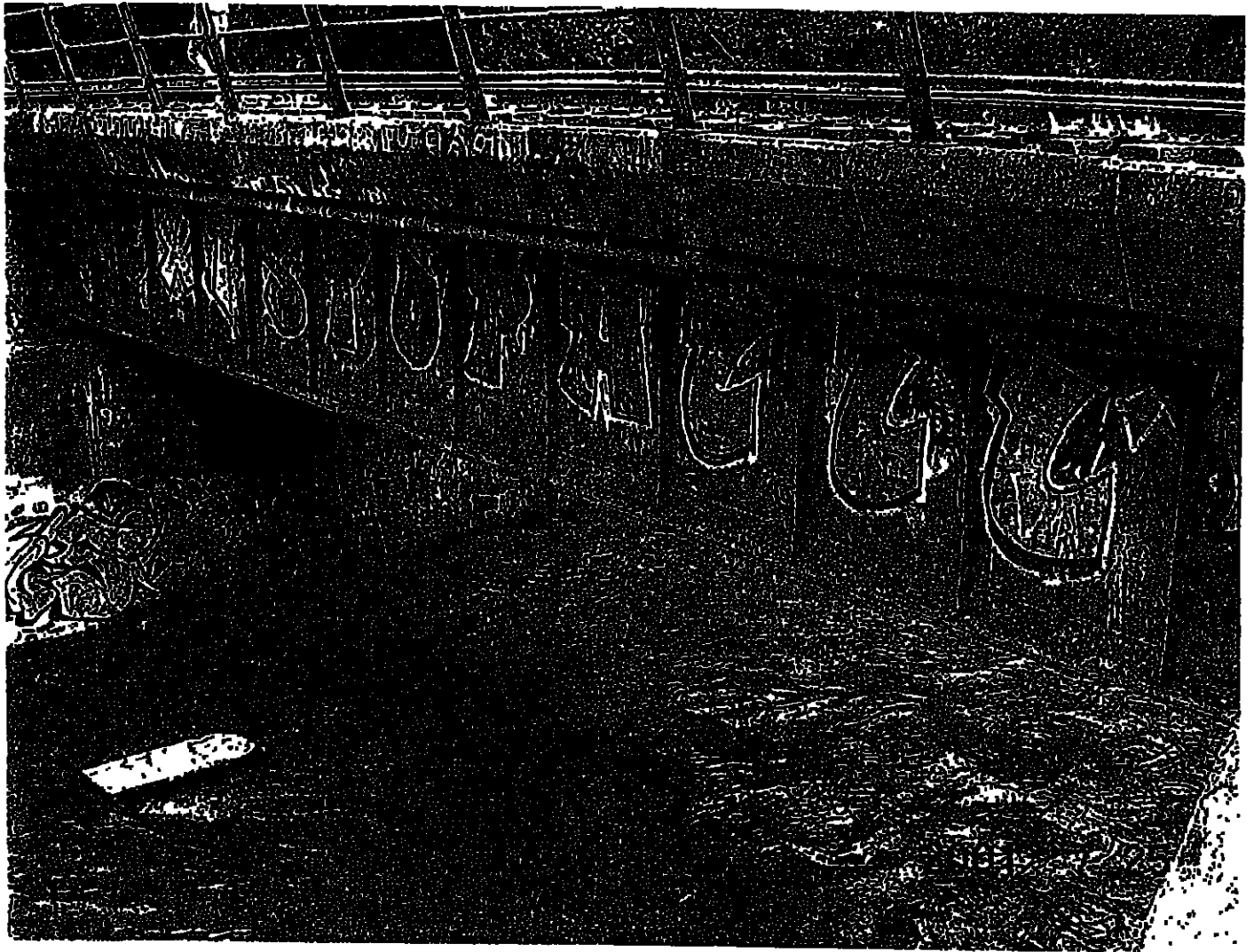
M.P. 6.2



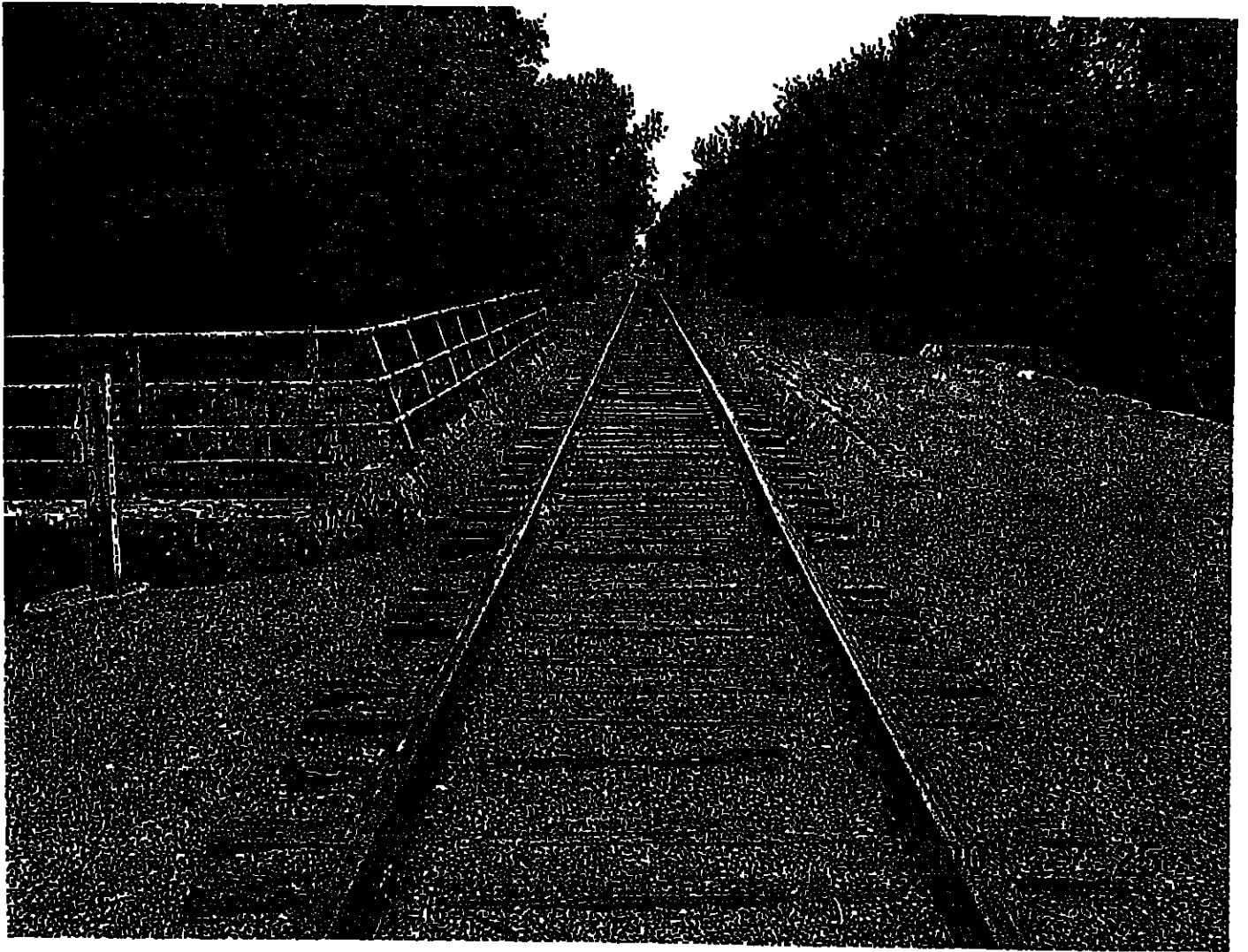
M.P. 6.4



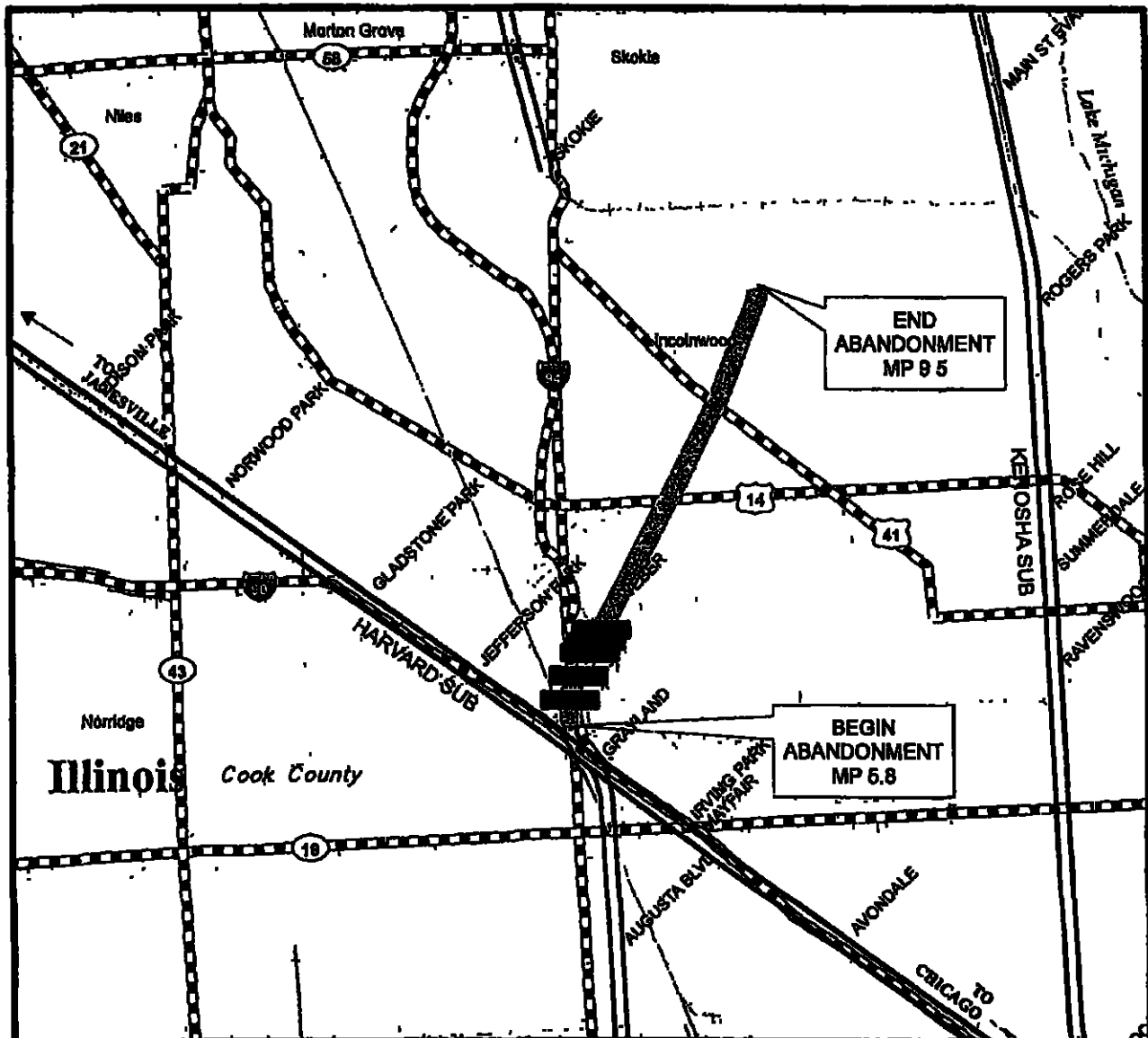
H.P. 6.5



H.P. 6.6



M.P. 6.6



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
6.0	2 SPAN DECK PLATE GIRDER	35'	1928
6.2	2 SPAN THROUGH PLATE GIRDER	72'	1934
6.4	2 SPAN I-BEAM 2 SPAN REINGORCED CONCRETE SLAB	36'	1928
6.5	2 SPAN I-BEAM 2 SPAN REINGORCED CONCRETE SLAB	40'	1928
6.6	1 SPAN DECK PLATE GIRDER	65'	1928

Legend

- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

WEBER INDUSTRIAL LEAD

MP 5.8 TO MP 9.5
TOTAL OF 3.7 MILES
IN COOK COUNTY, ILLINOIS

UNION PACIFIC RAILROAD CO.
WEBER INDUSTRIAL LEAD
ILLINOIS

INCLUDING 50+ YEAR OLD STRUCTURES



Q:\abandonments\ab33_263_Weber_IND.L.mxd



**Illinois Historic
Preservation Agency**

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.Illinois-history.gov

Cook County

Chicago to Lincolnwood

Railway Abandonment, Weber Industrial Lead

M.P. 5.8 near Wilson Ave. Chicago, to M.P. 9.5 near Touhy Ave., Lincolnwood

STB-AB-33 (Sub-No. 263X)

IHPA Log #031063008

July 15, 2008

Charles Saylor
Union Pacific Railroad Company
1400 Douglas St.
Mail Stop 1580
Omaha, NE 68179

Dear Mr. Saylor:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you have any further questions, please contact Patrick Gleason, Cultural Resources Manager, Illinois Historic Preservation Agency, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer